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APPLICATION NO.	FILING DATE	FIRST NAMED INVENTOR	ATTORNEY DOCKET NO.	CONFIRMATION NO.
09/535,733	03/27/2000	Jeffrey Alan Millington	60,314-110	4155

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[REDACTED] EXAMINER

AMINI, JAVID A

[REDACTED] ART UNIT      [REDACTED] PAPER NUMBER

-2672  
DATE MAILED: 08/13/2002

Please find below and/or attached an Office communication concerning this application or proceeding.

<b>Office Action Summary</b>	<b>Application No.</b>	<b>Applicant(s)</b>	
	09/535,733	MILLINGTON ET AL.	

  

<b>Examiner</b>	<b>Art Unit</b>	
Javid A Amini	2672	

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --

#### Period for Reply

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If the period for reply specified above is less than thirty (30) days, a reply within the statutory minimum of thirty (30) days will be considered timely.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133).
- Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

- 1) Responsive to communication(s) filed on \_\_\_\_\_.
- 2a) This action is **FINAL**.                    2b) This action is non-final.
- 3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

- 4) Claim(s) 1-30 is/are pending in the application.
  - 4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.
- 5) Claim(s) \_\_\_\_\_ is/are allowed.
- 6) Claim(s) 1-30 is/are rejected.
- 7) Claim(s) \_\_\_\_\_ is/are objected to.
- 8) Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

- 9) The specification is objected to by the Examiner.
- 10) The drawing(s) filed on 3/27/2000 is/are: a) accepted or b) objected to by the Examiner.
 

Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).
- 11) The proposed drawing correction filed on \_\_\_\_\_ is: a) approved b) disapproved by the Examiner.
 

If approved, corrected drawings are required in reply to this Office action.
- 12) The oath or declaration is objected to by the Examiner.

#### Priority under 35 U.S.C. §§ 119 and 120

- 13) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).
  - a) All b) Some \* c) None of:
    1. Certified copies of the priority documents have been received.
    2. Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
    3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.
- 14) Acknowledgment is made of a claim for domestic priority under 35 U.S.C. § 119(e) (to a provisional application).
  - a) The translation of the foreign language provisional application has been received.
- 15) Acknowledgment is made of a claim for domestic priority under 35 U.S.C. §§ 120 and/or 121.

#### Attachment(s)

- |   |   |
|---|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)                   | 4) <input type="checkbox"/> Interview Summary (PTO-413) Paper No(s). _____. |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)          | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152) |
| 3) <input type="checkbox"/> Information Disclosure Statement(s) (PTO-1449) Paper No(s) _____. | 6) <input type="checkbox"/> Other: _____.                                   |

***Drawings***

Figure 1-2 should be designated by a legend such as --Prior Art-- because only that which is old is illustrated. See MPEP § 608.02(g). A proposed drawing correction or corrected drawings are required in reply to the Office action to avoid abandonment of the application. The objection to the drawings will not be held in abeyance. See prior art US 6,397,145 B1 for mentioned figures.

***Claim Rejections - 35 USC § 102***

(b) the invention was patented or described in a printed publication in this or a foreign country or in public use or on sale in this country, more than one year prior to the date of application for patent in the United States.

Claim 1-24 rejected under 35 U.S.C. 102(b) as being anticipated by Person US patent 5,067081, filed date 8/30/1989.

1. Claim 1,

Regarding claim 1-a, “determining an operational mode of the navigation system”; Person discloses in Fig. 4 the power on initialize that determining an operational mode of the navigation system.

Regarding claim 1-b, “selecting a desired cartographic entity for a cartographic feature based upon operational mode”; Person discloses (Col. 7, lines 56-60) that road radius display switch 47 in Fig. 1 also gives the user the option to select categories of roads, such as all interstate highways, all state highways, and all lesser roads contained in permanent storage, together with the name for each road. In more sophisticated systems, each type of road may be further distinguished by line size or by different colors.

Regarding claim 1-c, “displaying the desired cartographic entity on the video display”; Person discloses in Fig. 4 the desired cartographic entity (all, cities, land, and roads) can be displayed.

2. Claims 2 and 3,

Regarding claim 2, “wherein the navigation system includes first and second operational modes, and step b) includes selecting a less detailed desired cartographic entity for the first operational mode and selecting a more detailed desired cartographic entity the less detailed desired cartographic entity for the second operational mode”; Regarding claim 3, “wherein the less detailed desired cartographic entity is cartographic entity”. Person discloses (Col. 15, lines 1-3) the effect of this invention is to tailor a more detailed electronic map to the precise needs of the user, thereby filtering out the unnecessary information and permitting significantly more useful information within the confines of the display screen.

3. Claim 4,

Regarding claim 4, “wherein the first operational mode comprises on-road mode and the second operational mode comprises off-road mode”. Person discloses Fig. 4 more than two operational modes (all, cities, roads, land).

4. Claim 5,

Regarding claim 5, “wherein a first cartographic entity is displayed when navigation system is in off-road mode and said first cartographic entity is not displayed with the navigation system is in

on-road mode". Person discloses in Fig. 4 the operation mode "ALL" that will display the cartographic entity; it can be either on or off road mode.

5. Claim 6,

Regarding claim 6, "Wherein the navigation system includes a third operational mode comprising on-road guidance mode, and step b) includes selecting a least detailed desired cartographic entity that is one of the same as the less detailed desired cartographic entity and a less detailed version of the less detailed desired cartographic entity the less detailed desired cartographic entity for the on-road mode.

Person discloses (Col. 14, lines 59-65) that the user may use the system to navigate between the present location and any final or intermediate destination by setting the width of a path between the two points and calling up the same information falling within this designated path. This provides a list of population centers, roads, major buildings, and other landmarks to be looked for along the way as a guide for the user.

6. Claims 7 and 8,

Regarding claim 7, "wherein the first operational mode is defined by a predetermined vehicle speed", wherein the first operational mode comprises a panning mode". Person discloses (Col. 3, lines 5-12) that his navigation system does not require inputting settings into the system before making use of it, unlike other navigational systems and is significantly less costly to build than systems requiring the attachment of bearing and speed sensors to a moving vehicle, reading the results into the device, and computing the present location and heading from such ever-changing

Art Unit: 2672

data. By knowing the speed of system the distance and time can be calculated using this formula:  $X(\text{destination})=V(\text{speed})T(\text{time})$ . As the vehicle moves the display is updating the current information.

7. Claim 9,

Regarding claim 9, “wherein the less detailed desired cartographic entity is desired by a perimeter with cross-hatching disposed within the perimeter and the more detailed desired cartographic entity is defined by the perimeter with solid shading disposed within the perimeter”. Person discloses Fig. 3 a graphic color memory 79 stores data of primary colors and is coupled with a color generator 80 and is accessible through multiplexer 67 to the microprocessor 55 and the display device 17 for providing various graded color data.

8. Claims 10 and 11

Regarding claim 10, “wherein step b) further includes selecting the desired graphic entity relative to a focal cartographic entity”; and claim 11 “wherein the focal cartographic entity is a vehicle having a first intensity, and step b) includes selecting a second intensity for the desired graphic entity which is different than the first intensity”. Person discloses in Fig 3. a light control switch 27 on the operation control section 18 controls a light source to allow use of the navigational apparatus during non-daylight hours. The light source (not shown) may be located on the lid to direct light on the operation control and keyboard sections 18 and 19, or may be located beneath the surface of the housing to backlight the keys and switches. Also Person discloses in Fig. 3 that

Art Unit: 2672

a radius generation program 76 in memory 75 graphically display a radius of the appropriate points or landmarks within the selected radius on the screen.

9. Claims 12 –15,

Regarding claim 12, “wherein the first and second intensities are selected from a color palette having a plurality of colors”; Regarding claim 13, “wherein the first and second intensities are selected a color palette having a plurality of colors”; Regarding claim 14, “wherein each of the plurality of colors are defined by green, and red values with the first intensity having first blue, green, and red values and the second intensity having second blue, green, and red values that are a percentage of the glue, green, and red values, respectively”; Regarding claim 15, “wherein the first intensity is approximately twenty percent less than the second intensity wherein the first blue, green, and red values are approximately twenty-five percent less than the second blue, green, and red values, respectively.

Person discloses in Claim 19 and (col. 10, lines 43-54) the character memory 66, population center memory 69, landmark memory 71, roadway or linear memory 73, radius memory 75, path memory 77 (and optional graphic color memory 79) are each accessible, through multiplexer 67, to the microprocessor 55 and display control circuit 65. Data output from the character generator 67, population center generator 70, landmark generator 72, roadway or linear generator 74, radius generator 76, path generator 78 (and optional graphic color generator 80) is transmitted to the display device 17 through a video controller 68. Also in (Col. 7, lines 40-49) a control switch 46 causes a display on the screen of a dot representing only cities or population centers falling in whole or in part within the radius around the current or designated location, and displays at the

same time the mileage between the location and the destination and the bearing or direction to the destination. The dot is positioned on the screen relative to the latitude and longitude of the population center it represents. In more sophisticated systems, each type of population center may be further distinguished by size of the dot or different colors. Color generator generates the combination of following colors (blue, green and red) in display.

10. Claim 16,

Regarding claim 16, “at least one position determining device for providing a vehicle location signal”; “a database having a map with cartographic features and cartographic entities for renting said cartographic features”; “a processor interconnected to said at least one positioning device and said database for determining the location of the vehicle relative to said map”; “a video display connected to said processor for displaying an area of said map”; “ a plurality of operational modes each displaying said map area, wherein said processor determines an operational mode from said plurality of said operational modes and selects a desired cartographic entity for a cartographic feature based upon said operational mode, said processor displaying said desired cartographic entity on said video display”.

Person discloses in abstract the latitude and longitude coordinates of geographic points and landmarks for determining current location or a specific destination and the distance and bearing thereof relative to landmark data input by the user. Also discloses in (Col. 14, lines 50-55) that a user may set a desired radius (in feet, miles, meters, kilometers, or fractions thereof) from the current location and obtain a display of all or specified types of roads, all population centers, all airports, all major buildings or all buildings, and all other landmarks which are within the

Art Unit: 2672

system's database. In Fig 2 discloses the microcomputer unit (processor) that receives information from its sources and calculates the location. See Fig. 4 for plurality of operational modes.

11. Claims 17, 18

Regarding claims 17 and 18, "wherein said plurality of operational modes les first and second operational modes, and said processor selects a less detailed desired cartographic entity for said first operational mode and selects a more detailed desired cartographic entity than said less detailed desired cartographic entity for said second operational mode"; "wherein said less detailed desired cartographic is no cartographic entity".

Person discloses (Col. 15, lines 1-3) the effect of this invention is to tailor a more detailed electronic map to the precise needs of the user, thereby filtering out the unnecessary information and permitting significantly more useful information within the confines of the display screen.

12. Claim 19,

Regarding claim 19, "wherein said first operational mode comprises on road and said second operational mode comprises off-road mode". Person discloses Fig. 4 more than two operational modes (all, cities, roads, land).

13. Claim 20

Regarding claim 20, "wherein said apparatus includes a third operational comprising on-road guidance mode, and said processor selects a least detailed desired cartographic entity that is one

of the same as said less detailed desired cartographic entity and detailed version of said less detailed desired cartographic entity”.

Person discloses in Fig. 4 the operation mode “ALL” that will display the cartographic entity; it can be either on or off road mode.

14. Claim 21

Regarding claim 21, “wherein said apparatus includes a third operational comprising on-road guidance mode, and said processor selects a least detailed desired cartographic entity that is one of the same as said less detailed desired cartographic entity and detailed version of said less detailed desired cartographic entity”.

Person discloses (Col. 14, lines 59-65) that the user may use the system to navigate between the present location and any final or intermediate destination by setting the width of a path between the two points and calling up the same information falling within this designated path. This provides a list of population centers, roads, major buildings, and other landmarks to be looked for along the way as a guide for the user.

15. Claims 22 and 23

Regarding claims 22 and 23, “wherein said first operational mode is defined by a predetermined vehicle speed”; “wherein said first operational mode comprises a panning mode”.

Person discloses (Col. 3, lines 5-12) that his navigation system does not require inputting settings into the system before making use of it, unlike other navigational systems and is significantly less costly to build than systems requiring the attachment of bearing and speed sensors to a

Art Unit: 2672

moving vehicle, reading the results into the device, and computing the present location and heading from such ever-changing data. By knowing the speed of system the distance and time can be calculated using this formula:  $X(\text{destination})=V(\text{speed})T(\text{time})$ . As the vehicle moves the display is updating the current information.

16. Claim 24,

Regarding claim 24, “wherein said less detailed desired cartographic is defined by a perimeter with cross-hatching disposed within said perimeter and said detailed desired cartographic entity is defined by said perimeter with solid shading disposed within said perimeter”.

Person discloses Fig. 3 a graphic color memory 79 stores data of primary colors and is coupled with a color generator 80 and is accessible through multiplexer 67 to the microprocessor 55 and the display device 17 for providing various graded color data.

Claim 25-30 rejected under 35 U.S.C. 102(b) as being anticipated by Ito US patent 6249740B1, filed date 1/21/1999.

17. Claims 25 and 26

Regarding claim 25, “determining an operational mode of the navigation system; selecting a desired intensity for a desired cartographic entity relative to a focal cartographic entity based upon the operational mode; and displaying the desired cartographic entity on the video display at the desired intensity”.

Ito discloses in (Col. 37,lines 24-41) it is possible to pre-set the following guidance modes.

Art Unit: 2672

(i) Detailed Guidance Mode, According to this mode, guidance is carried out using the guidance information shown in FIG. 29 and the guidance information shown in FIG. 32.

(ii) Normal Guidance Mode, According to this mode, guidance is carried out using the guidance information comprised of combination of the guidance information shown in FIG. 29 and the guidance information shown in FIG. 30.

(iii) Simple Guidance Mode, According to this mode, guidance is carried out using the guidance information shown in FIG. 28. In this modification, the selectable items are not limited to those described above, and it is possible to change them according to needs.

Regarding claim 26, “wherein the focal cartographic entity is a vehicle having an intensity vehicle route and step b) includes selecting the desired intensity for desired cartographic entity which is different than the vehicle route intensity”.

Ito discloses in Fig. 9 one example of the displayed outline map. The selection of desired intensity can be set from the setup menu.

18. Claim 27,

Regarding claim 27, “wherein the operational mode comprises on-road guidance mode”.

Ito discloses in Fig. 19 a table, which shows selectable guidance items at the vehicle navigation apparatus.

19. Claim 28,

Regarding claim 28, “wherein the vehicle route intensity and desired intensity are selected from a color palette having a plurality of colors”.

Ito discloses in Fig. 8(A-B) selecting Operation for the Type of Guidance at the Vehicle Navigation Apparatus.

20. Claims 29 and 30,

Regarding claims 29 and 30, “wherein each of the plurality of colors are defined by green, and red values with the vehicle route intensity having first blue, green, and red and the second desired intensity having second blue, green, and red values that are a percentage of the first blue, green, and red values, respectively”; “wherein the desired intensity is approximately 25% less than the vehicle route intensity wherein the first blue, green, and red values are approximately 25% less than the second blue, green and red values respectively”.

Ito discloses (Col. 24, lines 54-58) the name of such branching road, if necessary. Further, when the need arises, the display of line segments and intersection names may be color-coded in an advancing color such as red when the distance between the intersections is within a prescribed range, and a receding color such as blue when the distance is greater than the prescribed range.

***Conclusion***

Any inquiry concerning this communication or earlier communications from the examiner should be directed to Javid A Amini whose telephone number is 703-605-4248. The examiner can normally be reached on 8-5pm.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Michael Razavi can be reached on 703-305-4713. The fax phone numbers for the organization where this application or proceeding is assigned are 703-746-8705 for regular communications and 703-746-8705 for After Final communications.

Any inquiry of a general nature or relating to the status of this application or proceeding should be directed to the receptionist whose telephone number is 703-306-0377.

Javid Amini  
August 6, 2002



MICHAEL RAZAVI  
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